

COUNTRY	East Germany		REPORT	25X1
TOPIC	Brand Airfield			25X1
EVALUATION		PLACE OBTAINED		25X1
DATE OF CONTENT				25X1
DATE OBTAINED	PREPARED 1 April 1953			
REFERENCES				
PAGES	4	ENCLOSURES (NO. & TYPE)	1 sketch on ditto	
REMARKS	This is UNEVALUATED Information			

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- Between 1 and 7 February 1953, seven trains with 175 cars loaded with 3,667 tons arrived at Brand airfield. During the period from 22 to 28 February, the incoming shipments included 7 trains with 191 cars loaded with 3,548 tons from Cottbus and 7 trains with 126 cars, including tank cars, with a total load of 2,435 tons from Luebbenau.

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- In early February, construction at the field was nearing completion. a second runway and an additional settlement of low wooden buildings were planned to be built. On 12 February, Major Oleinik (fnu) in Werder declared that the construction project in Brand was almost completed and that the building implements might be dispatched to Parchim.

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- The following observations were made at the field between 13 February and 11 March:

13 and 14 February. There was no air activity. There was dull weather and scattered cloud ceiling.

15 February. Two IL-28s circled twice over the field. The sky was 7/10 overcast at an altitude of 200 meters and visibility was poor.

16 February. Two local flights each were made by two IIL-28 planes while there was a 8/10 overcast at an altitude of 100 meters and visibility of about 1.5 km.

17 February. No air activity was observed. There was a closed cloud base at an altitude of 100 meters and dull weather.

18 February. After 9 a.m., take-offs were made by 3 IIL-28 planes and 14 IL-28s

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There was a closed cloud base at an altitude of 100 meters and visibility of about 1.5 km. Air activity, including local flying, lasted up to about 4 p.m. At 2 p.m., two IL-28s circled twice over the field flying side by side. The dispersal areas south of the runway in front of the flight

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control station were occupied by 1 biplane, 6 jet bombers, 2 high-wing monoplanes, 8 jet bombers, 7 jet bombers, 2 twin-engine aircraft, and 4 jet bombers from east to west. The individual groups were about 15 meters apart.

19 and 20 February. There was no air activity in rainy weather.

21 February. Air activity started at 8:45 a.m. There was a 9/10 overcast at an altitude of about 150 meters and a visibility of about 200 meters. At first, take-offs were made by UIL-28 [redacted] Additional aircraft which practiced flying included 15 IL-28s [redacted]

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[redacted] and two [redacted] IL-28s, one UIL-28 plane [redacted] and at the end of air activity, three IL-28s [redacted] The two twin-engine planes were also observed aloft. At about 4 p.m., take-offs were made by three [redacted] jet bombers which circled three times in line abreast formation, at intervals of half a wing span between the individual planes. The planes landed at about 4:30 p.m.

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22 and 23 February. There was no air activity. The cloud ceiling was scattered. On 23 February, the following aircraft were parked from east to west on the usual dispersal areas in the middle of the southern taxiway: 1 biplane, 1 twin-engine plane, 14 jet bombers, and 19 jet bombers.

24 February. Between 8 a.m. and 5 p.m., there was air activity. [redacted]

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[redacted] 7 IL-28s and [redacted] an UIL-28 plane. Three jet bombers [redacted] There was a 6/10 overcast at an altitude of about 300 meters and visibility of about 6 km. A transport plane, 14 jet bombers, 1 high-wing monoplane, and 19 jet bombers were parked from east to west on the dispersal areas.

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25 February. Between 8 a.m. and 4 p.m., about 120 flights were made by jet bombers [redacted]

[redacted] There was a 7/10 overcast at an altitude of 200 meters and visibility of about 3.5 km.

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26 February. Jet bombers continuously circled over the field. The sky was 1/10 overcast at an altitude of about 400 meters and visibility was limited to 6 km. After 10 a.m., 27 IL-28 planes took off at intervals of about 500 meters and assembled in formation. Formation flying was practiced in line abreast and wedge formations. At about 11 a.m., the formation broke up for landing. Subsequently, take-offs were made by 11 single-engine planes which had rods or weapons projecting beyond the leading edges of their wings. These planes also flew in formation and then landed at the field. Jet bombers repeatedly took off up to about 5 p.m.

3 March. After 7 p.m., individual jet bombers took off at intervals of about 30 minutes and landed after about half an hour. There was a closed cloud base. After the landing, each plane taxied on the taxiway from the west end of the runway to the south to the dispersal area in front of the flight control station. This air activity continued up to about 1 a.m. During the landings, [redacted] a signal-lamp station northeast of the field gave the following flash signals with a red searchlight: Thereupon, a landing light on the plane flashed up three times. The planes which practiced flying on this day had no tail lights, but only lights at their wingtips.

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4 March. An IIL-28 plane [] took off at 9 a.m. and landed at 9:30 a.m. There was a closed cloud base at an altitude of 200 meters and visibility of about 3 km. Subsequently, an IIL-28 plane [] took off and landed at 10 a.m. Eight additional flights were made by jet bombers.

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5 March. There was no air activity throughout the day. The sky was not entirely overcast. After 7 p.m., individual take-offs were made by jet bombers which remained aloft for about 30 minutes. During the night flights, the planes had set position lights which were red at the port side, green at the starboard and at the tail. When the planes approached for landing, the following flash signals were given by the signal-lamp station: -. Each plane answered by flashing up its landing light three times. Forty-six take-offs were counted up to about 1 a.m., when air activity was discontinued.

6 March. At about 11 a.m., 11 single-engine planes took off heading west. There was a 9/10 overcast at an altitude of 100 meters and visibility of about 2 km.

7 March. There was no air activity while the sky was overcast at an altitude of 100 meters and visibility was limited to about 1.5 km.

8 March. There was an about 4/10 overcast at an altitude of 300 meters and a visibility of about 6 km. After 7:30 a.m., all the jet bombers parked on the dispersal areas were refueled by 22 tank trucks with trailers which took about 40 minutes. Subsequently, three men each boarded five IIL-28 planes; two men climbed into the cabin from the port side on an aluminum ladder while the third man disappeared in an aperture under the rear fuselage. After 9 a.m., there was air activity by jet bombers which flew individually and in elements of two.

9 March. Between 9 a.m. and about 4 p.m., individual flights were made by jet bombers []

[] There was a 8/10 overcast and a visibility of about 2 km.

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10 March. Between 9 a.m. and 7 p.m., there was intensive air activity, []

[] The sky was 2/10 overcast at an altitude of about 400 meters and visibility was limited to 7 km.

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11 March. Individual flights were made by jet bombers between 7 p.m. and about 1 a.m. Before the landing, signal lamps gave the blinker signal which was answered by the landing light of the plane which flashed up three times. 2

4. [] shrapnelproof aircraft revetments were located in the northern half of the field. []

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[] single-engine planes were parked there as the noise of aircraft engines was repeatedly heard from this direction.

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5. Between 2 and 4 p.m. on 24 February, the tail guns of some IIL-28 planes were being zeroed in. Each plane fired 25 individual rounds at a target at a distance of about 100 meters.

6. The signal lamp which was in operation during night flying was located about 10 meters west of the boundary line between forest sub-districts [] northeast of the field. There were two vehicles one of which was a van-like trailer with a hemispherical searchlight, about 30 cm in diameter, on top. []

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7. Six round emplacements covered with grass were observed on either side of the runway, about 200 meters from the runway and 150 meters apart from each other. [redacted] two additional emplacements were at each end of the runway. No guns were observed in the emplacements. 3

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8. Between 1 and 2 p.m. on 3 March, 30 jet bombers with their noses pointing to the runway were parked on the hardstand near the flight control station. South of and parallel to these jet bombers there was a row of 12 single-engine planes which [redacted] had arrived at the field on 1 March. Between 1 and 2 p.m., there was air activity by four IL-28s [redacted] 2

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It appeared that construction work at the field would be completed up to late March 1953. [redacted] the previously planned construction of concrete roads in the barracks area was not carried out. Probably, the required funds were not available. Work under way mostly included clearing and repair work. Through weather effects, the concrete beams of some shrapnelproof aircraft revetments had warped considerably. An experimental shrapnelproof aircraft revetment for Farchin airfield was under construction.

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10. The store shed for cement with dumping device, about 20 meters east of the railroad line and about 600 meters north of the Brand railroad station was being dismantled. For this reason, 600 tons of cement previously stored there were shifted to a wooden shed next to the warehouses along the spur track, where 200 tons of cement were already stored. The cement was to be taken over by the Soviets. It appeared possible that additional construction work was to be performed by Soviet military personnel at the field as in January 1953, three new concrete mixers each with a capacity of 250 liters arrived which were not assigned to the German construction headquarters.

11. The Soviet construction superintendent, Major Mironenko (fnu), was still observed at the field. [redacted] 1

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12. [redacted] a total of 823 laborers worked 99,456 hours at the field in January 1953. An additional 143 employees, including commercial and technical personnel, were engaged at the field.

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1. [redacted] Comment. [redacted]

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[redacted] Major Oleinik is known to be the audit officer at the Werder construction headquarters. Major Mironenko supervises construction work at several airfields.

2. [redacted] Comment. During the period of observation, there was intensive air activity by the two bomber regiments stationed at Brand airfield. Individual and formation flying was practiced. [redacted]

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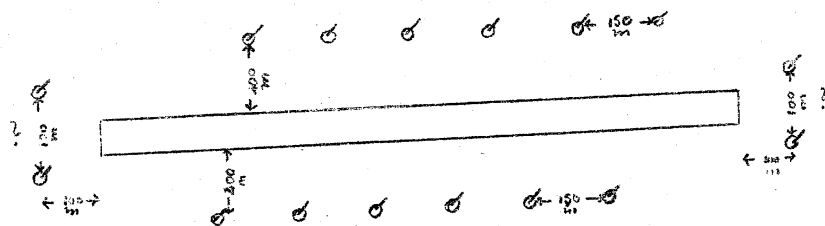
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3. [redacted] Comment. For location of AA gun emplacements, see Annex.

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AA Gun Emplacements at Brand Airfield



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Annex to

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